

The Hongkong Telegraph.

(ESTABLISHED 1861.)

NEW SERIES No 5805

星期三十一月九月二十三號光

FRIDAY, NOVEMBER 9, 1906.

五

號九月十一香港

\$10 PER ANNUM.
SINGLE COPY, 10 CENTS.

Banks.

THE YOKOHAMA SPECIE BANK, LIMITED.
ESTABLISHED 1880.
CAPITAL SUBSCRIBED \$10,000,000
CAPITAL PAID-UP \$10,000,000
CAPITAL UNCALLED \$3,000,000
RESERVE FUND \$13,700,000

Head Office:—YOKOHAMA.

Branches and Agencies:

TOKIO HONOLULU
NAGASAKI SHANGHAI
LYONS NEWCHWANG
SAN FRANCISCO MUKDEN
BOMBAY PORT ARTHUR
TIENTIN CHEFOO
PEKING DALNY
KOBÉ TIE-LING
LONDON OSAKA
NEW YORK

LONDON BANKERS: THE LONDON JOINT STOCK BANK, LTD.
LONDON BANK, LTD.

THE UNION OF LONDON AND SMITHS BANK, LTD.

HONGKONG BRANCH:—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent.
per annum on the Daily Balance.

On fixed deposits for 12 months at 5 per cent.

6 " 4 "

3 " 3 "

TAKEO TAKAMICHI
Manager.

Hongkong, 22nd September, 1906. [19]

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER 1853.

HEAD OFFICE:—LONDON.

CAPITAL PAID-UP \$800,000

RESERVE FUND \$297,500

INTEREST ALLOWED ON CURRENT ACCOUNT at the rate of 2 per cent. per annum on the Daily Balances.

On Fixed Deposits for 12 months 4 percent.

6 " 3 "

3 " 2 "

T. P. COCHRANE
Manager.

Hongkong, 16th May, 1906. [23]

INTERNATIONAL BANKING CORPORATION.

FISCAL AGENTS OF THE UNITED STATES IN CHINA, THE PHILIPPINE ISLANDS AND THE REPUBLIC OF PANAMA.

CAPITAL AND SURPLUS

AUTHORISED \$10,000,000

CAPITAL PAID UP \$3,250,000

RESERVE FUND \$3,250,000

HEAD OFFICE: NEW YORK.

LONDON OFFICE: THREADNEEDLE HOUSE, E.C.

LONDON BANKERS: BANK OF ENGLAND.

NATIONAL PROVINCIAL BANK OF ENGLAND, LIMITED.

THE CAPITAL AND COUNTIES BANK, LTD.

BRANCHES AND AGENTS ALL OVER THE WORLD.

THE Corporation transacts every Description of Banking and Exchange Business, receives Money in Current Account at the rate of 2% per annum on daily balances and accepts Fixed Deposits at the following rates:—

For 12 months 4% per cent. per annum.

6 " 4 "

3 " 3 "

No. 9, Queen's Road Central, Hongkong.

H. PINCKNEY
Manager.

Hongkong, 17th October, 1906. [20]

NEDERLANDSCHE HANDEL MAATSCHAFFIJ. (Netherlands Trading Society.)

ESTABLISHED 1824.

PAID-UP CAPITAL FL. 45,000,000 (\$3,750,000). RESERVE FUND FL. 5,000,000 (\$417,000).

Head Office—AMSTERDAM.

Head Agency—BATAVIA.

BRANCHES:—Singapore, Penang, Shanghai, Rangoon, Semarang, Sourabaya, Chembon, Tegal, Pecalongan, Paseroean, Tjilatjap, Padang, Medan (Del), Palembang, Kotaradja (Acheen), Telok-Semawae (Acheen), Bandjarmasin.

Correspondents at Macassar, Bombay, Colombo, Madras, Pondicherry, Calcutta, Bangalore, Saigon, Haiphong, Hanoi, Amoy, Yokohama, Kobe, Melbourne, Sydney, New York, San Francisco, &c.

LONDON BANKERS: THE UNION OF LONDON AND SMITHS BANK, LIMITED.

THE Bank buys and sells and receives for collection Bills of Exchange, issues letters of credit on its branches and correspondents in the East, on the Continent, in Great Britain, America, and Australia, and transacts banking business of every description.

INTEREST ALLOWED. On Current Accounts 2% per annum on daily balances.

Fixed Deposits 12 months 4% per annum.

Do. 6 do. 4%

Do. 3 do. 3%

L. ENGEL,
Agent.

Hongkong, 28th February, 1906. [28]

DENTAL SURGEON.

G. DE PERINDORGE. DIPLOMA: PARIS.
Latest Improvements including PORCELAIN FILLINGS.

HOTEL MANSIONS, Pedder Street, Hongkong, 1st June, 1906. [617]

HONGKONG AND SHANGHAI BANKING CORPORATION.
PAID-UP CAPITAL \$10,000,000
RESERVE FUND \$10,000,000
Sterling Reserve \$10,000,000
Silver Reserve \$10,000,000
LIABILITY OF PROPRIETORS \$10,000,000

COURT OF DIRECTORS:
A. HAUPP, Esq., Chairman.
G. H. Medhurst, Esq., Deputy Chairman.
G. Balloch, Esq.
E. G. Coats, Esq.
A. J. Raymond, Esq.
R. Shaw, Esq.
H. C. Gresson
C. R. Lehmann, Esq.
H. E. Tomkins, Esq.
D. M. Nissim, Esq.

ACTING CHIEF MANAGER: H. E. R. HUNTER.

ACTING MANAGER: W. ADAMS ORAM.
LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent. per annum on the daily balance.

ON FIXED DEPOSITS:

For 6 months, 4% per cent. per annum.

For 12 months, 4% per cent. per annum.

For 18 months, 4% per cent. per annum.

H. E. R. HUNTER,
Acting Chief Manager.
Hongkong, 17th September, 1906. [21]

HONGKONG SAVINGS BANK.

The business of the above Bank is conducted through the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3% per cent. per annum.

Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSITS at 4% per cent. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
H. E. R. HUNTER,
Acting Chief Manager.
Hongkong, 30th May, 1906. [22]

DEUTSCH ASIATISCHE BANK.
CAPITAL FULLY PAID-UP \$8,500,000

HEAD OFFICE—SHANGHAI.
BOARD OF DIRECTORS: BERLIN.

BRANCHES: Berlin, Calcutta, Hamburg, Haikow, Kobe, Peking, Singapore, Tientsin, Tsinan, Tsingtao, Yokohama.

FOUNDED BY THE FOLLOWING BANKS AND BANKERS:

Koeniglich Seehandlung (Preussische Staatsbank)

Direction der Disconto-Gesellschaft

Deutsche Bank

S. Bleichröder

Berliner Handels-Gesellschaft

Bank für Handel und Industrie

Robert Warschaw & Co.

Mendelssohn & Co.

M. A. von Rothschild & Soehne

Frankfurt a.M.

Norddeutsche Bank in Hamburg, Hamburg.

Sal. Oppenheim Jr. & Co., Köln.

Bayerische Hypotheken und Wechselbank

München.

LONDON BANKERS:

Messrs. N. M. ROTHSCHILD & SONS.

THE UNION OF LONDON AND SMITHS BANK, LIMITED.

DEUTSCHE BANK (BERLIN), LONDON AGENCY.

DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account.

DEPOSITS received on terms which may be earned on application.

Every description of Banking and Exchange business transacted.

HUGO SUTER,
Manager.

Hongkong, 9th October, 1906. [24]

NEDERLANDSCH-INDISCHE HANDELS BANK.

(NETHERLANDS INDIA COMMERCIAL BANK.)

ESTABLISHED 1863.

Authorized Capital FL. 15,000,000 (\$1,250,000).

Subscribed Capital FL. 10,000,000 (Paid-up).

Reserve Fund FL. 1,628,850.19 (\$135,737).

Head Office—AMSTERDAM.

Sub-Office—THE HAGUE.

Head Agency—BATAVIA.

BRANCHES:—At Singapore, Sourabaya, Sami-

ran, Indramajau, Bandung and Weltevreden.

RESPONDENTS:—At Cheribon, Tegal, Pe-

cahagan, Macassar, Pontianak, Padang,

Medan, Penang, Rangoon, Calcutta, Bom-

bay, Madras, Colombo, Karachi, Djeddah,

Bangkok, Saigon, Shanghai, &c.

BANKERS:

The Williams Deacons Bank, Ltd.

Paris:—Comptoir National d'Escompte de Paris.

Berlin:—Deutsche Bank.

Brussels:—Banque de Paris et des Pays Bas.

Vienna:—Union Bank.

Rome:—Banca Commerciale Italiana.

THE BANK buys and sells and receives for collection Bills of Exchange, issues letters of Credit payable in all important places of the world and transacts every description of Banking and Exchange business.

INTEREST ALLOWED.

On Current Accounts at the rate of 2% per annum on daily balances.

On Fixed Deposits: 12 months 4% per annum.

On 6 months 4% per annum.

On 3 months 3% per annum.

J. HOETJE,
Manager.

16, Des Voeux Road Central.

Insurance.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES.

Children under 12 years Half-Price. NO CHITS will be accepted, and servants' passages must be paid for.

W. E. CLARKE,
Acting Secretary.

Hongkong, 28th May, 1906. [18]

Mails.

PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

FOR STEAMERS TO SAIL ON REMARKS

YOKOHAMA, via SHANGHAI FORMOSA, About 9th November Freight and Passage.

SHANGHAI, DEVANHA About 16th November Freight and

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND
WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO
STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION
COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "POWAN" 438 tons Captain W. A. Valentini.
" "FATSHAN" 3,200 " R. D. Thomas.
" "KINSHAN" 1,995 " J. J. Lossius.
Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), 9 P.M. (Saturday excepted).
Departures from CANTON to HONGKONG daily at 8 A.M. and 5 P.M. (Sunday excepted).
These Steamers, carrying His Majesty's Mail, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.
HONGKONG-MACAO LINE.

S.S. "HONAM" 4,463 tons Captain H. D. Jones.
Departures from Hongkong to Macao on week days at 3 P.M.
Sunday Special Excursions leaving Hongkong at 9.30 A.M., and a second departure about 7 P.M.
Departures from Macao to Hongkong on week days at 7.30 A.M.
On Saturdays a Second Departure about 7.30 P.M. On Sundays at 3 P.M. (See Special Express).

CANTON-MACAO LINE.

S.S. "LUNGSHAN" 219 tons Captain T. Hanlin.
Departures from Macao to Canton on Monday, Wednesday, and Friday, at 7.30 A.M.
Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 7.30 A.M.

JOINT SERVICE OF THE H. K., C. AND MACAO STEAMBOAT CO., LTD.
THE CHINA NAVIGATION COMPANY, LTD., AND THE INDU-CHINA STEAM NAVIGATION
COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM" 588 tons Captain J. Wilcox.
" "NANNING" 569 " C. Butchart.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 8.30 A.M. Round trip take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,
Hotel Mansions, (First Floor) opposite the Hongkong Hotel,
Or of BUTTERFIELD & SWIRE,
Agents, CHINA NAVIGATION CO., LTD.,
Hongkong, 5th November, 1906.

10

10

10

10

10

10

10

10

10

10

10

10

10

10

10

10

10

10

10

10

10

10

10

10

10

10

10

10

10

10

10

10

10

10

10

10

10

10

10

10

10

10

10

10

10

10

10

10

10

10

10

10

10

10

10

10

10

10

10

10

10

10

10

10

10

10

10

10

10

10

10

10

10

10

10

10

10

10

10

10

10

10

10

10

10

10

10

10

10

10

10

10

10

10

10

10

10

10

10

10

10

10

10

10

10

10

10

10

10

10

10

10

10

10

10

10

10

10

10

10

10

10

10

10

10

10

10

10

10

10

10

10

10

10

10

10

10

10

10

10

10

10

10

10

10

10

10

10

10

10

10

10

10

10

10

10

10

10

10

10

10

10

10

10

10

10

10

10

10

10

10

10

10

10

10

</

Intimation.

CHINESE ENGINEERING AND MINING COMPANY, LIMITED.

A FINAL DIVIDEND of One Shilling per Share free of tax for account of year ending 28th February, 1906, has been declared by the Directors of the above Company. COUPON NO. 7 is payable on 1 November at the Chartered Bank of India, Australia and China, and the Russo-Chinese Bank at Tientsin and Shanghai.

SHEWAN, TOME & Co., Agents.

Hongkong, 31st October, 1906. [1058]



THE PUBLIC HEALTH AND BUILDINGS ORDINANCE COMMISSION.

TAKE NOTICE that a Commission has been appointed to enquire into and report on the following matters, viz.—

1. Whether the administration of the Sanitary and Building Regulations enacted by the Public Health and Buildings Ordinance, 1903, as now carried out is satisfactory, and, if not, what improvements can be made.

2. Whether any irregularity or corruption exists or has existed among the officials charged with the administration of the aforesaid Regulation.

The Commission earnestly invite the inhabitants of Hongkong and Kowloon to co-operate with them by forwarding any complaint they may have to make or suggestion to offer in connection with the matters aforesaid to the Undersigned.

Any person examined as a witness in the enquiry aforesaid who in the opinion of the Commissioners makes a full and true disclosure touching all the matters in respect of which he is examined will receive a certificate from the Commission which will protect the witness against any civil or criminal proceedings which may be instituted against such witness in respect of any matter touching which he has been examined.

By Order,

W. BOWEN-ROWLANDS,
Secretary.

Hongkong, 6th July, 1906. [709]

KWONG SANG & Co.,

No. 70, WELLINGTON STREET.

GENERAL DRAPERS, MANUFACTURERS and DEALERS in Ladies' and Children's Underwear, Silk, Pouge, Grass-cloth, Fancy and Piece Goods, &c.

Latest style of Ladies' Blouses and Gentleman's Shirts made to order.

TRIAL ORDER SOLICITED.

Hongkong, 1st February, 1906. [1080]

NOTICE.

THE Public are hereby informed that no change has been made in the Rates of Subscription to the Hongkong Telegraph and they are warned against paying more than TEN CENTS (10 C.) per Single Copy.

THE MANAGER,
Hongkong Telegraph Co., Ltd.

Hongkong, 1st September, 1902.

THE WINE GROWERS SUPPLY CO.



BARRETTO & Co.,

General Agents, Hongkong.

SYRUPS.

Gum	
Grenadine ...	
Raspberry ...	
Lemons	p.c. qts. p.c. qts. p.b.t.p. \$15.00 \$1.50 \$0.75
Red Currant	
Lime	
Vinegar	
Lime Juice Cordial...\$8 p.c. 1 doz. \$1 p. bot.	

THE

THE NEW FRENCH REMEDY

TRADE MARK

THERAPION

This successful and highly popular remedy, used in the

Continental Hospitals by Ried, Rostan, Joliet, &c.,

and others, combines all the deodorants, astringents, &c.,

in the composition of the kind, and surpasses everything hitherto

developed in the field of medicine.

She knows full well that if the discharges the

offenders she has only to repeat the experience

with the next lot.

Thousands on thousands of the homes in this

country are waiting anxiously to be delivered

from the bondage of this tyranny, and the de-

liverance is the Chinese.

Many years ago, at the bidding of the red-

mouthing sand lot labour agitators of San Fran-

cisco, Congress was bullied into passing the

Chinese exclusion bill, and today the country

is paying dearly for it. The railroads, with

50,000 labourers, the South needs an innumer-

able supply to take the place of the unreliable,

lazy coloured people, and our suffering, helpless

wives and mothers can use all who come.

The United States requires from 25,000 to

50,000 Chinese labourers on the Panama Canal,

and deliberately breaks its own laws by

neglect in admitting the Chinese as con-

tract-labour to its own dominion.

Now let a wise necessity admit them to

our homes. If San Francisco doesn't want

them, but she really does now, let the Chinese

be ticketed through to New York and any

other cities that will be glad to welcome them.

I trust a public sentiment may be aroused

that will lead to the repeal of the unrighteous

and infamous exclusion act at the next ses-

sion of Congress.

Consignees.

NORDDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"BOWLOW."

having arrived, Consignees of Cargo are hereby

informed that their Goods, with the exception

of Opium, Treasure and Valuables, are being

landed and stored at their risk into the hazardous

and/or extra hazardous Godowns of the Hong-

kong and Kowloon Wharf and Godown Com-

pany, Limited, Kowloon, whence delivery may

be obtained.

Optional Cargo will be forwarded unless

notice to the contrary be given before 1 P.M.,

TO-DAY.

No Claims will be admitted after the Goods

have left the Godowns, and all Goods remain-

ing undelivered after 13th of November, 1906,

will be subject to rent.

All broken, chafed, and damaged Goods are

to be left in the Godowns, where they will be

examined on 13th of November, 1906, at

9 A.M.

All Claims must reach us before the 19th of

November, 1906, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the

Undersigned.

NORDDEUTSCHER LLOYD.

MELCHERS & Co.

Agents.

Hongkong, 7th November, 1906. [1059]

THE H.A.L. Steamship

"RHENANIA."

Captain von Hoff, having arrived, Consignees

of Cargo are hereby requested to send in their

Bills of Lading for countersignature by the

Undersigned and to take immediate delivery

of their goods from alongside.

Optional Cargo will be forwarded unless

notice to the contrary be given before 10 A.M.,

TO-DAY.

Any Cargo impeding her discharge will be

landed into the hazardous and/or extra hazardous

Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignees' risk and expense.

Japanese journals observe that the present

agitations in San Francisco for the exclusion

of Japanese children from school is stronger

than is generally anticipated. During the

time Mr. Chinda, now vice-Minister for Foreign

Affairs, was Japanese Consul at San Francisco,

similar agitations broke out, and though they

were less violent than the present movement,

all the Japanese rose and did their best to re-

verse the situation—the officials making pro-

tests, others writing to newspapers and holding

public meeting—and they succeeded in

inducing the San Francisco authorities to

withdraw the illegal decision. Yet it was

about two months before the question was

settled. This time the San Francisco authori-

ties themselves have started the movement,

fully prepared to resist Japanese influence.

From this fact alone, it may be seen how

strong the anti-Japanese spirit is in the Ameri-

can community. The Central Government of

the United States has no authority to interfere

with the local administration of State, and it

only perplexes the Central Government to

carry on negotiations with reference to the

treaty, and such negotiations will be of no effect.

The condition of affairs in America is very

different from those prevailing in Japan, and

things in America cannot be accurately judged

from a Japanese standpoint. The Japanese

Government may be taking all the steps

necessary under the circumstances, but the

agitation may last until the conclusion of gen-

eral elections next month.—*Japan Chronicle*.

No Claims will be admitted after the Goods

have left the Godowns, and all Goods remain-

ing undelivered after the 9th instant will be subject

to rent.

All broken, chafed, and damaged Goods are

to be left in the Godowns, where they will be

examined on the 9th instant, at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINE,

Hongkong Office.

Hongkong, 5th November, 1906. [1066]

"MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

THE STEAMSHIP "DEN OF KELLY,"

FROM MIDDLESBOROUGH, GLASGOW

AND LIVERPOOL.

CONSIGNEES of Cargo are hereby informed

that all Goods are being landed at their

risk into the Godowns of the Hongkong and

Kowloon Wharf and Godown Company, Ltd.,

at Kowloon, whence and/or from the wharves

delivery may be obtained.

No Claims will be admitted after the Goods

have left the Godowns, and all Goods remain-

ing undelivered after the 9th instant will be subject

to rent.

All broken, chafed, and damaged

ADVERTISEMENT.



A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D. 1841.

CONFECTIONERY.

WE have just unpacked our New Season's Confectionery imported from the leading London and Parisian Houses including—

CHOCOLATINES, CHOCOLATES.

CARAMELS, PRALINES, FONDANTS.

FRUIT JELLIES, NOUGAT, TURKISH DELIGHT.

PASCALL'S TOFFEE and MIXED SWEETS.

CADBURY'S SUGARED ALMONDS, BURNT ALMONDS.

WALNUTS, MILK CHOCOLATE, NUTTONA, &c.

Packed in the daintiest boxes or in the simplest to sent the taste.

A. S. WATSON & CO.,

LIMITED,

ALEXANDRA BUILDINGS.

Hongkong, 26th October, 1906.

In consequence of Mr. Macpherson's observations and report to the Government, says the *Vancouver World*, restrictive legislation will be introduced next month—that is November, "the Government being fully alive to the gravity of the situation" brought about by what Mr. Macpherson terms the "Sikh invasion." "The authorities at Ottawa," said Mr. Macpherson, in an interview with a representative of the above journal, "do not want that kind of people here, and do not intend to have them. Existing machinery, it has been found, is not sufficient for the purpose of preventing the influx; consequently machinery has to be provided, the machinery taking the form of an amendment to the Acts governing immigration. The conservative press in the east is practically a unit in declaring for the open door for the natives of India, and some have been filled lately with denunciatory articles aimed at myself and others, who are determined to give British Columbia a chance of being a white man's country. Every word as to the practical evil which these easterners will calmly see inflicted on this community, is answered by the parrot cry, 'They're British subjects like ourselves.' They're not like ourselves. That's just the trouble. But, of course, people who could not see why we should not extend the blessings of civilization to the Chinese are equally unable to see why we object to having other Orientals quartered among us." Quite so, but when the far-reaching cry for labour for Canada, some years ago, was heard, there was no note of warning that British subjects, natives of India, would not be acceptable. In excluding the Indian the Dominion Government is pursuing a very shortsighted policy, and Mr. Macpherson evidently knows whereof he speaks when he says they are not wanted. The Indians make excellent farm labourers, foresters and agriculturists. It is therefore difficult to understand how such a class can be "not wanted" anywhere where there is a country to be opened up, cultivated and developed for the use of man.

LOCAL AND GENERAL

MR. Arthur Chapman has been appointed secretary to the Public Health Commission, in succession to Mr. C. F. W. Bowen-Rowlands, on leave, with effect from the 1st inst.

At a regular meeting of the United Service Lodge 1341 E.C. held last night the following officers were elected for the ensuing year: Bro. H. W. Wolfe, P.M. Wor. Master Bro. H. Watson, P.M. Treasurer and J. Vanstone, Tyler.

THE Portuguese gunboat *Rio Lima*, despatched by His Excellency the Governor of Macao to represent His Most Faithful Majesty the King of Portugal, at the celebrations in honour of His Majesty King Edward VII's birthday, arrived in port last evening.

SUBSCRIPTION RATES (IN ADVANCE)
DAILY—\$10 per annum
WEEKLY—\$15 per annum.
The rates per quarter and per month, proportional, that daily rates are delivered free when the address is necessary to a messenger. On copies sent by post an additional \$1.80 per quarter is charged for postage. The postage on the weekly issue to any part of the world is 30 cents per quarter.

Single Copies, Daily, ten cents: Weekly, twenty-five cents.

The Hongkong Telegraph

HONGKONG, FRIDAY, NOVEMBER 9, 1906.

CANADA AND THE COOLIES.

From time to time we read in the home papers quotations from letters of residents in Canada, to their friends at home, as well as from the utterances of high authorities, touching upon the want of labour, to cultivate and develop the vast tracts of land now lying fallow, and being accordingly turned to no use, in various parts of Canada. This cry for labour even reached as far as India, and hearing, and being tempted by the glowing accounts of the great prospects in store for agricultural labourers, large numbers of natives of northern India left their homes and families, and journeyed in the direction of what they no doubt looked upon as a new El Dorado, or "Promised Land." Some managed to complete their voyage, but others, delayed by various causes in Hongkong, such as want of transportation, etc., heard strange rumours of the real conditions existing in that "Promised Land." "There was no work for them there, and if there was, the pay was nothing like it had been represented," and so forth, and that most of those who had gone to Canada were returning to Hongkong en route back to India. Upon hearing all this, some of those who had come as far as Hongkong immediately took the hull by the horns, so to speak, and altered their destination to Panama, to work on the Canal, while others not so intrepid, cancelled their passages to Vancouver, and returned to India, to their homes, to their families, and to their old labours. The cause of all this, we learn, is the result of certain representations which have been made to his Government, by Mr. R. G. Macpherson, M.P., who, it appears, has just returned to Ottawa after a tour of inspection through the Dominion.

THE KING'S BIRTHDAY.

THE REVIEW.

To-day His most Gracious Majesty King Edward VII., of Great Britain and Ireland, and the British Dominions beyond the Seas, Emperor of India, has attained the 65th anniversary of his birthday, and Hongkong, in common with the rest of the British Empire, has rejoiced and been exceeding glad, and donned its gladness, clothing itself in the draperies of decorative bunting. The British ensign, the Union Jack, was conspicuous everywhere, both ashore and afloat. All the Government, as well as most of the private offices and the Banks were closed, some all day and others some from noon, while the schools throughout the Colony observed a general holiday. The harbour presented a very gay sight as all the British and many foreign ships at anchor in port were "dressed," while several of the foreign Consuls displayed the "Jack" outside their offices, alongside the flags of their own countries, this being particularly noticeable in the case of the Japanese Consul's and other Japanese offices, as did the hotels. Unfortunately the day broke cloudy and dull, while an unpleasant drizzle dripped drearily down, from a very early hour, which made things generally very unpleasant, and kept hundreds of intending spectators away from the Happy Valley where the Review took place, they wisely declining to run the risk of catching a chill in such an atmosphere. The usual Royal salutes were fired both on shore and afloat at noon. The function of the day was, of course, the Birthday Parade and Review, which, however, was robbed of much of its interest by the unavoidable and most regrettable absence of His Excellency the Governor, Sir Matthew Nathan, expressions of that sincere regret being heard on every side, among the throng of spectators who ventured out, despite the unpleasant atmospheric conditions. This was the third occasion of this Review being held in the morning instead of as previously had been the annual custom, of holding it in the afternoon. This gave the military, the Naval, and the Police, who had their different parts to perform, a better chance of holiday-making in honour of the auspicious occasion. Chaus and rickshas were at a premium, and, no doubt, reaped what is, no doubt, becoming to them an annual harvest, while the trams had all they could do to cope with the press of traffic.

THE REVIEW.

The annual Review of the troops in Garrison was held on the Race Course at the Happy Valley, and would, under other circumstances, have been a very attractive sight, but the absence of His Excellency the Governor marred the pleasure of the spectators, on account of the reason therefore, while the dull, cloudy weather spoiled the spectacular effect. Of course there were vast crowds of Chinese and Indians, to whom weather conditions appear to be a matter of supreme indifference. In command of the troops was His Excellency, Colonel Darling, G.C.O., who was accompanied by his staff, comprising Captain Ward, A.D.C., Major A.C. Chichester, D.S.O., C.S.O., Major R. J. Ross, D.A.M.G., and Lieutenant Colonel Kent, O.C.R.A. His Excellency Colonel Darling, with his staff, arrived on the 1st at 10 o'clock and took up his position at the saluting base, their arrival being signified by the hoisting of the Union Jack from the flagstaff, instead of, as heretofore, the Royal Standard.

The troops in garrison paraded as strong as possible in the Happy Valley.

The Division was formed in two lines at 40 paces distance; with fixed bayonets and six paces interval between units, facing S.W. at 9.45 a.m. as follows, from right to left:

1st Line: Mounted Troops H. K. V. Corps.

Royal Garrison Artillery / Royal Engineers.

2nd Q. O. Royal West Kent Regiment.

3rd D. C. O. Middlesex Regiment.

2nd Line: The Hongkong Volunteer Corps on the left of the first line.

H. K. S. B. R. G. A.

11th Infantry.

12th Baluchis.

The 2.95 guns were posted on the racing track, on the right flank of the 1st Line.

Hands were massed in the rear of the centre, under the senior Handmaster.

Dress: Staff—White frocks, blue pantaloons and boots.

March—Review order—khaki with puttees.

Spectators—Officers wore Review Order—Khaki—(white uniform optional).

Adjutants and Markers were on the ground at 9.40 a.m., and no troops moved on to, or in front of, the alignment until signalled to do so by Staff Officer.

Troops in the 1st Line entered the ground by the Golf Club Entrance, those in the 2nd Line by the 1/2-mile track entrance.

The 2.95 guns of the H. K. S. B. R. G. A. took up positions on the extreme right of the line, on the track, the bands being massed in the rear of the line, facing the saluting base, under the Handmaster J. McElveen, of the Royal West Kent. As soon as His Excellency Colonel Darling arrived the division came to attention and saluted arms, and i.e., on the fast sound of a "G" from the Trumpeter the Royal Salute was given, and the troops presented arms. They then came to the slope, and His Excellency Colonel Darling then made his inspection, riding slowly up and down the front and rear of the lines, with his staff. After the inspection His Excellency returned and took up his position at the saluting base, which was the signal for the firing of the first round of seven guns of the Royal Salute, which boomed forth from the guns on the right, and which was followed by the firing of a "feu de joie" by the whole of the troops. The bands playing the first part of the National Anthem. This was repeated until the 21 guns had completed the Salute and the troops the third round of the "feu de joie," the massed Bands then playing the whole of the National Anthem in grand style. The final march past was executed in a splendid manner, the units marching in the order named above, and all marching as one man. The Garrison kept the ground under the direction of the Garrison Sergeant-Major.

The Principal Medical Officer made the necessary medical arrangements, and the C.F.C. arranged for the saluting flags and flagstaff, in conjunction with the C.O.O. The Officer Commanding the Army Service Corps provided the Union Jack which was unfurled on the arrival His Excellency the Officer Commanding the Troops in Garrison, on the ground.

HIS EXCELLENCY THE GOVERNOR

SLOWLY IMPROVING.

The following bulletin was posted at Government House this forenoon:

"10th November, 10.40 a.m.
His Excellency the Governor is slowly improving. Complete rest will be required for at least a week to come. No further bulletin will be issued for the present."

J. M. ATKINSON, M.D."

AMOY NOTES.

BRITISH FLEET'S VISIT.

[From Our Own Correspondent.]

Amoy, 6th November.

"Peaceful Amoy" has been somewhat awakened during the last two weeks, owing to visits from H.M.S. *Clio*, H.B.M.'s Destroyer flotilla (consisting of the *Handy*, *Hart*, *Whiting*, *Vigoro*, *Johns* and *Oster*) and the Japanese cruiser *Akitsushima*. Visits from the fleet are looked forward to with much pleasure, as they give us an opportunity of indulging in a little sport, in the shape of football, hockey, etc.

ASSOCIATION FOOTBALL.

On October 26th a game was played on the cricket ground between a team from H.M.S. *Clio* and a team representing the Kulangsu Lawn Tennis and Cricket Club. The latter side showed the better form throughout the whole of a rather "ragged" game, and won somewhat easily by two goals to nil. The score would have been considerably heavier but for bad shooting, but this fault was due no doubt to lack of practice. Tea was kindly provided on the ground by the general Commander and Officers of H.M.S. *Clio*, and was much appreciated by all who partook.

HOCKEY.

On the 2nd inst. a game was played between teams representing Amoy and H. B. M.'s Destroyer flotilla. Amoy had the best of the game throughout, and won easily by seven goals to one. The pick of the winners were Messrs. Kel y, Montgomery and Lowe, but the team collectively played well, their combination at times being exceedingly good. On the next afternoon another game was played—H.M.S.'s Destroyer flotilla v. 6 of Amoy. A very good game was witnessed, which was won by the sailors by two goals to one, Amoy being somewhat too severely handicapped.

HOCKEY.

On the 2nd inst. a game was played between teams representing Amoy and H. B. M.'s Destroyer flotilla. Amoy had the best of the game throughout, and won easily by seven goals to one. The pick of the winners were Messrs. Kel y, Montgomery and Lowe, but the team collectively played well, their combination at times being exceedingly good. On the next afternoon another game was played—H.M.S.'s Destroyer flotilla v. 6 of Amoy. A very good game was witnessed, which was won by the sailors by two goals to one, Amoy being somewhat too severely handicapped.

THE CEMENT WORKS.

The position of director of the Government Cement Works at Hoam, which was formerly held by Tao-tai Wei, has been rendered vacant by the departure of this gentleman, on the 10th ult., for Yunnan. It is reported that the Prefect of Kwongchow, Chan Moong Chang, will be selected to fill the vacancy.

A SMALL FIRE.

A slight conflagration occurred at Chew Yum Street behind the Canton Medical College at nine o'clock last evening, which was got under control before any extensive damage had been done. Two buildings were destroyed.

RAILWAY C.W.'S PRESIDENCY.

It is reported that Viceroy Chou Fu has telegraphed to Peking to Tong Shiu Yee requesting him to take over the office of president of the Yueh-han Railway Company, and that Tong has wired his consent to assume this important post.

CANTON CHAMBER OF COMMERCE.

At a meeting held yesterday in the Canton Chamber of Commerce, Mr. Cho Shiu Chuk was elected president, Mr. Lo Po Shun vice-president; Mr. Ng Kui Ming and Mr. Hau Hi Chiu directors.

THE NEW CASH.

The Canton Government Bank has suffered a considerable loss through the minting of the new one-cash copper coin, from the beginning of this year, as the daily output of these coins is not very large and the price of copper has risen lately.

SHUH'S SEND-OFF.

Yesterday at the meeting held at the Canton Chamber of Commerce, the Canton community have decided to erect, in front of the Official Reception Hall, two matchards, for the purpose of entertaining Viceroy Shiu and giving him a hearty send-off and for the purpose of welcoming the new Viceroy.

CORRESPONDENCE.

[We do not necessarily endorse the opinions expressed by Correspondents in this column.]

HELP FOR THE LEPROSIES OF CANTON

To the EDITOR of the "HONGKONG TELEGRAPH."

Sir,—None need help more! Diseased, maimed, outcasts from society, poor and ill-clad, surely they appeal to all who have in them the "milk of human kindness." Even in the kindliest warmth of summer their sufferings are keen and many die for lack of the necessary sustenance to hold body and soul together. But now that the wind blows chill from the direction of the White Cloud Hills and the wretched garments of the state of the poor lepers is wretched and pitiable in the extreme. During the last few years Dr. A. Beattie has done much to relieve this suffering and brighten the lot of the leper through a systematic distribution of rice and old clothes during the winter months. He has been enabled to do through the benevolent help of friends in Hongkong and Canton. Over 600 poor lepers were fed last year. In Dr. Beattie's absence on furlough the work has fallen on the undersigned and friends, who will furnish the wherewithal to carry on this most necessary relief.

Contributions will be gratefully received at the office of this paper by

Yours on behalf of the Lepers,

GEO. H. MCNEUR,

Canton, November 8th, 1906.

INSPECTOR-GENERAL OF MINTS.

A NEW APPOINTMENT.

[From a Correspondent.]

Canton, 7th November.

A few days ago you mentioned in your paper the appointment of Tso-tai Li King Chow to be superintendent of the Mint at Canton, who had instructions to get rid of the provincial coinage, and issue only "Tai-ching" coins. It is now learned here that the Board of Finance has appointed H.E. Chau as Inspector-General of Mints for China. H.E. Chau has left Peking en route to Canton, where he may be expected to arrive later in the year, as he is visiting many places on the way. He will fix up all matters connected with the Mint at Canton, and after installing Tso-tai Li King Chow in his new office, will proceed on his tour of inspection.

THE WEATHER.

The following report is from Mr. F. G. Figg, First Assistant of the Hongkong Observatory. On the 9th at 12.00 p.m. The barometer has risen slightly over N. China. Strong N. and N.E. winds 10 gales, will prevail in the Formosa Channel and the N. part of the China Sea.

FORECAST.

1.—Hongkong and neighbourhood, N. winds, fresh; cloudy, some rain.

2.—Formosa Channel, N.E. winds, strong to a gale.

3.—South coast of China between Hongkong and Lamocka, N.E. winds, strong.

4.—South coast of China between Hongkong and Hainan, same as No. 1.

MAILS DUE.

Indian (*Lighthorn*) 15th inst.

French (*Ernest Simon</*

TELEGRAMS.

[Reuters.]

The Duke of Connaught.

London, 7th November.

The Duke of Connaught will start in December on an unofficial visit to India, and on an official tour to Ceylon and Hongkong.

Later.

The Duchess will accompany the Duke of Connaught on his visit to the Far East.

The Governorship of New York.

The latest returns indicate that Mr. Hughes, the Republican candidate, has been elected Governor of New York with a narrow plurality, defeating Mr. Hearst, the Democrat.

Later.

Mr. Hughes was elected Governor of New York by a majority of 55,000.

The China Association.

At the dinner of the China Association, Mr. Gundry, president, said he was convinced that the policy of the Chinese was to drive a wedge here, and loosen a brick there, until they gained full control of the Customs, hence the Association's active protest. Japan had given proof of her good intentions by the opening of Dalmat to trade.

Sir Ernest Satow emphasised the extreme difficulty of the position of the British Minister in Peking now-a-days and gave a tribute to the admirable assistance he had received from the loyal and zealous servants of the British Government.

The Straits Settlements.

Letters Patent, including Labuan in the Straits Settlements, have been gazetted.

H.E. VICEROY SHUM.

PREPARING TO LEAVE CANTON.

[From a Correspondent]

Canton, 8th November.

H.E. Viceroy Shum is now completing his arrangements for leaving Canton, and only awaits the arrival of H.E. Chow Fu, the Vice-roy-designate. As soon as H.E. Shum has handed over the Vice-regal seals of office to H.E. Chow Fu he will leave at once for Shanghai, to spend the month's holiday that has been granted him by his Imperial Master. On the expiration of the month's leave he will go to Peking for an audience with the Emperor and the Empress Dowager, before sailing for Yunnan and Kwachow.

ON THE RAILWAY AGREEMENT.

Once again H.E. Viceroy Shum has sent a despatch to the Board of Foreign Affairs at Peking, stating that (in his opinion) the terms embodied in the Kowloon-Canton Railway agreement, between Great Britain and China, are much too one-sided, as they are too much in favour of Great Britain. A similar fault is found by H.E. with the American agreement regarding the Canton-Hankow railway, which, he says, favours the Americans too much. H.E. has therefore urged upon the Board of Foreign Affairs the necessity for revising and reconsidering the matter.

PROTECTORATE WORLD.

SEA-SAUSAGES.

DUTCH ENTERPRISE AND GERMAN MONEY.

It is being gradually discovered that as the result of a number of a traitor moves Dutchmen are fast securing the position of prominence occupied by Englishmen in the old fields of the Far East. They are doing this largely through the secretly employed influence of the flourishing Royal Dutch Petroleum Company.

In the island of Sumatra this company has some three hundred thousand acres of oil-bearing territory, several refineries, and a huge distributing system, which includes storage installations and a fleet of oil-carrying steamers.

The news that it has definitely offered to purchase what is practically a partnership interest in the British "hell" Company is this week followed by the statement that it is behind a German syndicate which is buying oil-fields at Moreni and Colibassi, and a refinery at Ploesti, in Roumania. It is also reported that, with the approval of the Royal Dutch, the Nederlandsche Industrieën-Handelsschepen (in which the Shell Company has a preponderating interest) has decided to increase its share capital by no less than 18,000,000 guilders (L5,000,000).

Obviously, great changes are being made in the organisation and finance of oil companies, and these are certain to quickly reflect on European market conditions.

The Dutchmen, allied with several German-financed oilsmen will, particularly when they secure an interest in the Shell Company, be able to put up a fight aginst the Standard Oil Company in the European markets. They will control the enormous production of the oil-fields of the islands of the Far East, draw oil from some of the best territories in Roumania, and, through the Shell, get auxiliary supplies from Texas, Russia, and other parts of the oil world.

FRENCH PHILANTHROPY.

TO EDUCATE CHINESE BOYS.

[From a Correspondent]

Canton, 7th November.

It is understood that a gentleman has arrived here, as the emissary of a wealthy French gentleman who intends to provide the education, passage and keep, of a number of smart Chinese boys from the provinces of Kwangtung, Fukien and Pechili. The philanthropist's scheme is to send the boys to France, maintain them there, give them every educational advantage, and, at the expiration of four years from the time of their landing in France, to return them to their own country. In this connection the French Consul here had an interview with H.E. Viceroy Shum, a few days ago, to ask that some Cantonese boys be allowed to join the student party, and it is understood that this will be permitted.

A MORNING AT THE RAILS.

"Taiping, get up! B'long alla same 'hap pas fibe! I rouse myself, mentally cursing the 'boy,' the race-course, and the ponies incidentally. This is by the way... By five-forty-five I put in an appearance at the coffee room and the flour of the great Ah Tai's brew strikes my olfactory organs rather cheerfully and invitingly.

As I stand at the rails, looking at a misty course, and at intervals at a passing pony, and at the same time listening to the great "yarns" being related by a jollier crowd not far away, I wonder if the lunatic who first got the idea of racing into his empty brain is ever experienced leaving a warm bed on a cold morning to face a still colder race-track. After some deduction I arrive at the conclusion that he had not, that he was one of those "things" that preach and don't abide by what they say, and that if he had, and I had the good luck of meeting him—well, that's not what I am here to do.

Turning round to return home I receive a thundering shout, which, I believe, was caused by the deliverer for my back—one of those whacks that would perhaps send some of the China ponies I have seen to their graves—but which touched elsewhere, I meet a friend—not a spot by a long chalk, but one of those persons who try to make one believe that it is impossible for him to remain in bed after four o'clock, and that his presence on the course was for the benefit of his health—not by any means looking for any tips that might be of use on race days! I hinted, at the time, that he should consult the vet for his malady, if he allowed it to continue at the present rate he might some day find it impossible to go to bed at all, and that during one of his "health trips" one morning he might be mistaken for a beach-comber and pinched by an ignorant Indian cop, and nailed for being a suspicious character. He said he would take my advice, and we adjourned to the office-room for an "eye-opener," which was no doubt badly wanted.

As I emerge from the coffee room I run up against our great gymkhana "jock," who I regret to say, has not yet met with the brackets of an official meeting, but who has had the worst of luck, usually getting laid up just the day or two he or the meeting takes place. He has, however, worked in one or two dark ones at the gymkhana, and is very likely to do so again. I, to my great regret, got it in the neck on one occasion, having laid too to 30 against the winner. The next on the scene is one of our champion feather-weights, who has not had the best of luck in his mounts but who, if Fortune should show her smiling face, will be one of the first to meet her half way and do this part of the business. It is now getting a bit light so I resume my overcoat and stoop up and down on the rails, and watch such a gale were very great.

On Wednesday last the *Taiko-maru*, a Japanese schooner, carrying lime and wood from Fukien to Chemulpo, was blown out of Kozaiki—where she was anchored—by the typhoon.

After her cables parted she drifted out to sea, and was about fifteen miles from Kozaiki light-house when sighted by the N.Y.K. steamer.

The *Aki-maru* had been in a typhoon for four days

coming up from Shanghai to Kobe, and a very high sea was running, with a moderate breeze, when the distress signals of the *Taiko-maru* were sighted about 6.15 p.m. on the 24th instant.

Captain Yagi and Mr. J. C. Richards, the chief officer, were on the bridge, and immediately Captain Yagi observed the *Taiko-maru* in distress he stopped his ship, and ordered a boat to be lowered to go to the assistance of the crew of the wrecked schooner. Volunteers were called for to man the boat, and the response was so spontaneous and ready that the boat could have been filled twice over. The crew was composed of the following men, in charge of the chief officer of the *Aki-maru*:—S. Irie, third officer; S. Haraoka, cadet apprentice; Kato, Notobe, Akimoto, Tanabe, Kato, Morita, Kodama, and Matsuda, seamen. The oars were double-manned, owing to the heavy weather, the third officer and the bosun pulling stroke. All the boat's crew had life-belts on, as the best precaution possible, although eye-witnesses state that it is doubtful if they would have been of much value in such a sea.

When the lifeboat left the side of the *Aki-maru* it was already dark, and before the boat had gone very far the chief officer found that it was impossible to steer her with the rudder, and he had to use an oar. To make matters worse, the lantern on board capsized and went out, so that those on board the liner lost all trace of the lifeboat in the darkness. The gallant seamen pulled away with all their strength, and at last approached the disabled schooner. It was impossible, however, to get alongside, owing to the seas, and eventually the chief officer, Mr. Richards, passed a line from the lifeboat to the schooner, and the whole of the crew, six Japanese, were safely towed across to the line and hauled into the boat. All these unfortunate men were in a terrible condition, being badly burnt by the lime, and were thoroughly exhausted. The schooner was in a very bad state, and sinking. Her masts and rudder were gone, and she was stove in aft.

The return journey to the *Aki-maru* was slowly but safely accomplished, though with great difficulty and risk. The ship's doctor at once attended the rescued men, and made them as comfortable as possible until they were landed at Moji.

The captain of the *Taiko-maru* stated that the shipwrecked men had signalled two other ships before the *Aki-maru* was in sight, but their signals were not answered. It is supposed that the captain of these vessels considered the sea too high and dangerous to risk more lives to save those in danger. The more credit is therefore due to the captain and chief officer of the *Aki-maru* for the gallant rescue of these men. In the presence of the whole of the passengers and crew, Captain Yagi expressed his appreciation of the conduct of Mr. Richards, the chief officer, and his men, and the particulars of this rescue will be brought to the notice of the Japanese authorities.

MORE COLLEGES WANTED.

FALSE TRADE-MARKS.

SEIZURE OF RUBBER SHOES.

[From a Correspondent]

Canton, 7th November.

For some time past it has been suspected that the rubber shoes being sold in Canton, and bearing the marks designating them as of Messrs. W. G. Humphreys and Co.'s manufactory, were spurious imitations. The matter was investigated as it was found that the shoes sold as W. G. Humphreys' never saw that company's factory. Representations were accordingly made to the British Consul-General, who, upon the strength of them, requested the Nam Hoi Magistrate to arrest a shop-keeper, named Yik Fung, who had a shop in Koo Yee Street, who had those shoes in stock and was selling them. The arrest was accordingly made and the shoes seized, and the matter is now in the hands of the Magistrates.

DARING RESCUE AT SEA.

SIX LIVES SAVED.

Further details are now available of the rescue of six Japanese sailors by the N.Y.K. *Aki-maru* on Wednesday evening last, already briefly reported, says the *Japan Chronicle* of 20th ult. From information obtained yesterday by a *Chronicle* representative from passengers and others on board the *Aki-maru* it appears that the rescue of these distressed men was a particularly gallant act, as tremendously high seas were running at the time, and the chances against a ship's lifeboat weathering such a gale were very great.

On Wednesday last the *Taiko-maru*, a Japanese schooner, carrying lime and wood from Fukien to Chemulpo, was blown out of Kozaiki—where she was anchored—by the typhoon. After her cables parted she drifted out to sea, and was about fifteen miles from Kozaiki light-house when sighted by the N.Y.K. steamer.

The *Aki-maru* had been in a typhoon for four days

coming up from Shanghai to Kobe, and a very high sea was running, with a moderate breeze, when the distress signals of the *Taiko-maru* were sighted about 6.15 p.m. on the 24th instant.

Captain Yagi and Mr. J. C. Richards, the chief officer, were on the bridge, and immediately Captain Yagi observed the *Taiko-maru* in distress he stopped his ship, and ordered a boat to be lowered to go to the assistance of the crew of the wrecked schooner.

Volunteers were called for to man the boat, and the response was so spontaneous and ready that the boat could have been filled twice over.

The crew was composed of the following men, in

charge of the chief officer of the *Aki-maru*:—S. Irie, third officer; S. Haraoka, cadet apprentice; Kato, Notobe, Akimoto, Tanabe, Kato, Morita, Kodama, and Matsuda, seamen. The oars were double-manned, owing to the heavy weather, the third officer and the bosun pulling stroke. All the boat's crew had life-belts on, as the best precaution possible, although eye-witnesses state that it is doubtful if they would have been of much value in such a sea.

When the lifeboat left the side of the *Aki-maru* it was already dark, and before the boat had gone very far the chief officer found that it was impossible to steer her with the rudder, and he had to use an oar.

To make matters worse, the lantern on board capsized and went out, so that those on board the liner lost all trace of the lifeboat in the darkness.

The gallant seamen pulled away with all their strength, and at last approached the disabled schooner.

It was impossible, however, to get alongside, owing to the seas, and eventually the chief officer, Mr. Richards, passed a line from the lifeboat to the schooner, and the whole of the crew, six Japanese, were safely towed across to the line and hauled into the boat.

All these unfortunate men were in a terrible condition, being badly burnt by the lime, and were thoroughly exhausted.

The schooner was in a very bad state, and sinking. Her masts and rudder were gone, and she was stove in aft.

The return journey to the *Aki-maru* was slowly but safely accomplished, though with great difficulty and risk.

The ship's doctor at once attended the rescued men, and made them as comfortable as possible until they were landed at Moji.

The captain of the *Taiko-maru* stated that the shipwrecked men had signalled two other ships before the *Aki-maru* was in sight, but their signals were not answered.

It is supposed that the captain of these vessels considered the sea too high and dangerous to risk more lives to save those in danger.

The more credit is therefore due to the captain and chief officer of the *Aki-maru* for the gallant rescue of these men.

In the presence of the whole of the passengers and crew, Captain Yagi expressed his appreciation of the conduct of Mr. Richards, the chief officer, and his men, and the particulars of this rescue will be brought to the notice of the Japanese authorities.

The return journey to the *Aki-maru* was slowly but safely accomplished, though with great difficulty and risk.

The ship's doctor at once attended the rescued men, and made them as comfortable as possible until they were landed at Moji.

The captain of the *Taiko-maru* stated that the shipwrecked men had signalled two other ships before the *Aki-maru* was in sight, but their signals were not answered.

It is supposed that the captain of these vessels considered the sea too high and dangerous to risk more lives to save those in danger.

The more credit is therefore due to the captain and chief officer of the *Aki-maru* for the gallant rescue of these men.

In the presence of the whole of the passengers and crew, Captain Yagi expressed his appreciation of the conduct of Mr. Richards, the chief officer, and his men, and the particulars of this rescue will be brought to the notice of the Japanese authorities.

The return journey to the *Aki-maru* was slowly but safely accomplished, though with great difficulty and risk.

The ship's doctor at once attended the rescued men, and made them as comfortable as possible until they were landed at Moji.

The captain of the *Taiko-maru* stated that the shipwrecked men had signalled two other ships before the *Aki-maru* was in sight, but their signals were not answered.

It is supposed that the captain of these vessels considered the sea too high and dangerous to risk more lives to save those in danger.

The more credit is therefore due to the captain and chief officer of the *Aki-maru* for the gallant rescue of these men.

In the presence of the whole of the passengers and crew, Captain Yagi expressed his appreciation of the conduct of Mr. Richards, the chief officer, and his men, and the particulars of this rescue will be brought to the notice of the Japanese authorities.

The return journey to the *Aki-maru* was slowly but safely accomplished, though with great difficulty and risk.

The ship's doctor at once attended the rescued men, and made them as comfortable as possible until they were landed at Moji.

The captain of the *Taiko-maru* stated that the shipwrecked men had signalled two other ships before the *Aki-maru* was in sight, but their signals were not answered.

It is supposed that the captain of these vessels considered the sea too high and dangerous to risk more lives to save those in danger.

The more credit is therefore due to the captain and chief officer of the *Aki-maru* for the gallant rescue of these men.

In the presence of the whole of the passengers and crew, Captain Yagi expressed his appreciation of the conduct of Mr. Richards, the chief officer, and his men, and the particulars of this rescue will be brought to the notice of the Japanese authorities.

The return journey to the *Aki-maru* was slowly but safely accomplished, though with great difficulty and risk.

The ship's doctor at once attended the rescued men, and made them as comfortable as possible until they were landed at Moji.

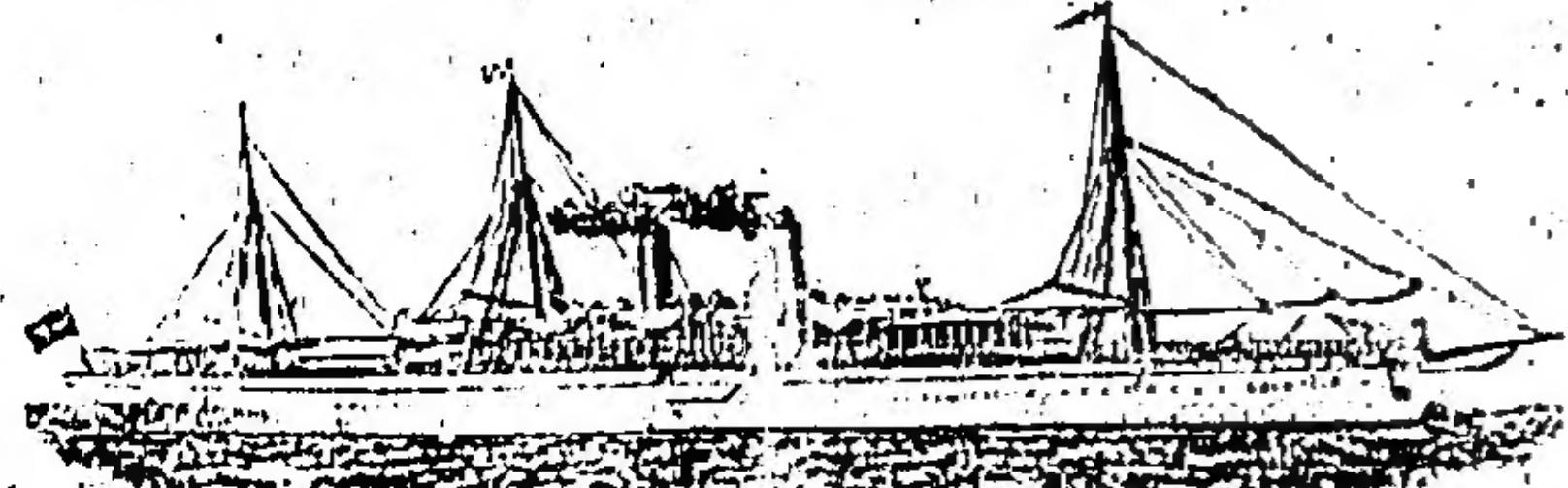
The captain of the *Taiko-maru* stated that the shipwrecked men had signalled two other ships before the *Aki-maru* was in sight, but their signals were not answered.

It is supposed that the captain of these vessels considered the sea too high and dangerous to risk more lives to save those in danger.

The more credit is therefore due to the captain and chief officer of the *Aki-maru* for the gallant rescue of these men.

In the presence of the whole of the passengers and crew, Captain Yagi expressed his appreciation of the

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY COY'S
ROYAL MAIL STEAMSHIP LINE.

Luxury—Speed—Punctuality.

The only Line that Maintains a Regular Schedule Service of under Eleven Days across the Pacific is the "Empress Line." Saving 5 to 10 Days' Ocean Travel.
11 Days YOKOHAMA to VANCOUVER. 18 Days HONGKONG to VANCOUVER.PROPOSED SAILINGS. (Subject to Alteration).
R.M.S. Tons LEAVE HONGKONG ARRIVE VANCOUVER
"EMPEROR OF INDIA" 6,000 THURSDAY, November 22...December 10
"ATHENIAN" 3,822 WEDNESDAY, November 28...December 23
"EMPEROR OF JAPAN" 6,000 THURSDAY, December 20...January 7
"MONTEAGLE" 6,163 WEDNESDAY, December 26...January 19
"TARTAR" 4,425
"EMPEROR OF CHINA" 6,000
"EMPEROR" steamers will depart from Hongkong at 4 P.M.
Intermediate steamers at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA of JAPAN), KOBE, YOKOHAMA, and VICTORIA, B.C., connecting at VANCOUVER with a Special Mail Express, and Quebec with the Company's New Palatial "EMPEROR" Steamships, 14,500 tons register. The through transit to LIVERPOOL being 2½ days, from YOKOHAMA, and 2½ days from HONGKONG.

Hongkong to London, 1st Class, £100. 1/2d. St. Lawrence £60. 1/4d. New York £62.

Hongkong to London, Intermediate on Steamers, and 1st Class on Railways. £40. 1/2d.

R.M.S. "MONTEAGLE," "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only, at Intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all points and AROUND THE WORLD.

SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Hand Books, Rates of Freight and Passage, apply to D. W. CRADDICK, Acting General Agent.

Hongkong, 25th October, 1906. Corner Pedder Street and Praya. [13]

INDO-CHINA STEAM NAVIGATION CO., LTD.

(PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION).

For Steamship On
SINGAPORE, SAMARANG & SURABAYA. HONGKONG SATURDAY, 10th November, 3 P.M.
SHANGHAI RAVANGA, MONDAY, 12th November, 4 P.M.
SINGAPORE, PENANG & CALCUTTA. FOOKSANG, TUESDAY, 13th November, 3 P.M.
MANILA, LOONGSANG* FRIDAY, 16th November, 4 P.M.
Taking Cargo on through Bills of Lading to Chefoo, Tientsin, Newchwang and Yangtsze Ports.
These Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,
General Managers.

Hongkong, 9th November, 1906.

CHINA NAVIGATION CO., LIMITED.

FOR STEAMERS. TO SAIL.

SWATOW, WEI-HAI-WEI, CHEFOO and TIENSIN "KWEICHOW" 10th November.
MANILA, ZAMBOANGA, PORT DARWIN, THURSTON ISLAND, COOK-TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE "TAIYUAN" 12thMANILA "TEAN" 14th
Taking Cargo on through Bills of Lading to all Yangtsze and Northern China Ports.

The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly qualified Surgeon is carried.

Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 9th November, 1906.

"SHIRE" LINE OF STEAMERS.

FOR LONDON AND ANTWERP.

THE Steamship

"MERIONETHSHIRE"

will be despatched for the above Ports, on or about the 15th of November, and will be followed by the Steamship

"FLINTSHIRE"

or about the 10th November.

For Freight and Passage, apply to

SHEWAN, TOME & CO., Agents.

Hongkong, 16th October, 1906. [1011]

THE ORIENTAL PACIFIC LINE.

FOR SAN FRANCISCO VIA PORTS.

THE Steamship

"DAKOTA"

will be despatched for the above Ports, on or about the 21st November, 1906.

For Freight and further particulars, apply to

SHEWAN, TOME & CO., Agents.

Hongkong, 14th October, 1906. [1034]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE, (Calling at Manila, Timor, Port Darwin and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship

"EASTERN"

Captain McArthur, will be despatched for the above Ports, on SATURDAY, the 1st December, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, etc., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & CO., Agents.

Hongkong, 30th October, 1906. [1052]

TOYO KISEN KAISHA.

SOUTH AMERICAN LINE.

Regular Steamship Service between HONGKONG, SALINA CRUZ, CALLAO and IQUIQUE, VIA JAPAN PORTS.

Will be sent to VALPARAISO if sufficient inducement.

THE Steamship

"KASATO MARU," 6,000 tons.

Captain W. B. C. S. Filmer, will be despatched about middle of December.

Taking Freight and Passengers to other Western Coast Ports of South America.

The above Steamer has splendid Accommodation and is fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For further information, apply to

K. MATSUDA, Manager,

York Building.

Hongkong, 4th October, 1906. [848]

Sold by all Chemists.

HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship Tons Captain For Sailing Dates
ZAFIRO 2,540 R. Rodger MANILA (DIRECT) SATURDAY, 10th Nov., at Noon.
RUBI 2,540 R. Almond " SATURDAY, 17th Nov., at Noon.

For Freight or Passage, apply to

SHEWAN, TOME & CO., GENERAL MANAGERS.

Hongkong, 3rd November, 1906.

Shipping—Steamers.

HAMBURG-AMERIKA LINIE
PASSENGER SERVICE.

BY the new steamers, "RHENANIA," "HANSBURG," "HOHENSTAUFEN" and the "SCANDIA" and "SILESIA." The steamers are specially built for the tropics and have luxurious Passenger accommodation first class. Cabins Amidships, lighted throughout by electricity, cabins fitted with fans. Doctor and Stewardesses carried. Laundry on board. Return tickets issued at reduced rates for two years available, through tickets to be had to London via Havre and to New York via Naples and Hamburg.

NEXT SAILINGS OUTWARD.

FOR SHANGHAI, KOBE, YOKOHAMA, TSINGTAU, CHEFOO, AND TIENSIN VIA SHANGHAI.

HOHENSTAUFEN Capt. Jaeger 2nd December.
SILESIA Babbie 1st January.
SCANDIA v. Doehren 1st February.
HANSBURG Filler 3rd March.
RHENANIA v. Hoff 1st April.
HOHENSTAUFEN Jaeger 1st May.

NEXT SAILINGS HOMeward.

FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, HAVRE, (LONDON VIA HAVRE) AND HAMBURG.

RHENANIA Capt. v. Hoff 14th December.
HOHENSTAUFEN Jaeger 11th January.
SILESIA Babbie 8th February.
SCANDIA v. Doehren 2nd March.
HANSBURG Filler 5th April.
RHENANIA v. Hoff 14th June.
HOHENSTAUFEN Jaeger 12th July.
SILESIA v. Doehren 9th August.

NEXT SAILINGS HOMeward.

FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, HAVRE, (LONDON VIA HAVRE) AND HAMBURG.

RHENANIA Capt. v. Hoff 13th Nov., 4 P.M.
FOR SHANGHAI, KOBE & YOKOHAMA AND ALBANIA 13th November.
FOR SHANGHAI, KOBE & YOKOHAMA AND AMBRIA 26th November.

FOR SHANGHAI, KOBE & YOKOHAMA, HOHENSTAUFEN, 2nd December.

NEXT SAILINGS HOMeward.

VIA STRAITS, COLOMBO AND ADEN.

Taking Cargo at throughports to Antwerp, Amsterdam, Rotterdam, Copenhagen, Lisbon, Oporto, London, Liverpool, Glasgow, Trieste, Genoa, Ports in the Levante, Black Sea and Baltic Ports, North and South American Ports. Also via Aden or Port Said by the Arabic Persian Service to Arabian and Persian Gulf Ports.
FOR HAVRE, BREMEN and HAMBURG BRISGAVIA 14th Nov.
FOR HAVRE, ANTWERP and HAMBURG SEGOVIA 24th Nov.
FOR NAPLES, HAVRE, BREMEN & HAMBURG SITHONIA 30th Nov.
FOR HAVRE and HAMBURG C. FERD. LAEISZ 22nd Dec.
FOR HAVRE and HAMBURG G. HANSBURG 28th Dec.
FOR NAPLES, HAVRE, BREMEN & HAMBURG HOHENSTAUFEN 11th Jan.
FOR HAVRE and HAMBURG ALESIA 25th Jan.
FOR NAPLES, HAVRE and HAMBURG SILESIA 8th Feb.

Hongkong, 9th November, 1906. [554]

FREIGHT SERVICE.

NEXT SAILINGS OUTWARD.

FOR SHANGHAI & CHINKIANG ITHAKA 13th Nov., 4 P.M.

FOR SHANGHAI, KOBE & YOKOHAMA AND ALBANIA 13th November.

FOR SHANGHAI, KOBE & YOKOHAMA, HOHENSTAUFEN, 2nd December.

NEXT SAILINGS HOMeward.

VIA STRAITS, COLOMBO AND ADEN.

Taking Cargo at throughports to Antwerp, Amsterdam, Rotterdam, Copenhagen, Lisbon, Oporto, London, Liverpool, Glasgow, Trieste, Genoa, Ports in the Levante, Black Sea and Baltic Ports, North and South American Ports. Also via Aden or Port Said by the Arabic Persian Service to Arabian and Persian Gulf Ports.

FOR HAVRE, BREMEN and HAMBURG BRISGAVIA 14th Nov.

FOR HAVRE, ANTWERP and HAMBURG SEGOVIA 24th Nov.

FOR NAPLES, HAVRE, BREMEN & HAMBURG SITHONIA 30th Nov.

FOR HAVRE and HAMBURG C. FERD. LAEISZ 22nd Dec.

FOR HAVRE and HAMBURG G. HANSBURG 28th Dec.

FOR NAPLES, HAVRE, BREMEN & HAMBURG HOHENSTAUFEN 11th Jan.

FOR HAVRE and HAMBURG ALESIA 25th Jan.

FOR NAPLES, HAVRE and HAMBURG SILESIA 8th Feb.

Hongkong, 9th November, 1906. [554]

HONGKONG AVERAGE MARKET PRICES.

Corrected 8th November, 200 cts. per \$ Mex.

BUTCHER MEAT.

Beef Sirloin & prime cut—Mei Lung Pa 20

Corned—Ham Ngau Yuk 20

Roast—Shiu 20

Bread—Ngau Lam 15

Soup, Tong Yuk 15

Steak—Ngau Yuk Pa 20

" Sirloin—Ngau Lau 30

Sausages—Ngau Yuk Chaung 26

Bullock's Brains—Know... per set 10

Tongue fresh—Ngau Li... each 50

" corned—Ham Ngau Li... 55

Head—Ngau Tau 55

Heart—Ngau Sun 12

Hump, Salt—Ngau Kin 20

Feel—Ngau Kerk... each 7

Kidneys—Ngau Yiu... pair 10

Liver—Ngau Mei 10

Tail—Ngau Mei 17

Liver—Ngau Con 20

" Tripe (undressed)—Ngau To... 7

Calves' Head and Feet—Ngau-chai-keok... tau-keok... set 100

Mutton Chop—Yeung Pai Kwan 20

" Leg—Yeung Pei 24

Shoulder—Yeung Shau 20

Pigs' Chittlings—Chi cheong 2

" Brains—Chi Know... per set 2

" Feet—Chi Kerk... 12

Mails.

MESSAGERIES
MARITIMES
FRENCH MAIL STEAMERS.

STEAM FOR SAIGON,
SINGAPORE, BATAVIA,
COLOMBO, CALCUTTA,
BOMBAY, ADEN, DJIBOUTI,
EGYPT, MARSEILLE,
LONDON, HAVRE, BORDEAUX, MEDITER-
RANEAN AND BLACK SEA PORTS.

The S.S. "AUSTRALIEN".

Captain Barillon, will be despatched for MAR-
SEILLES on TUESDAY, the 13th November,
at 1 P.M.

This Steamer connects at Colombo with the
Australian lines s.s. *Sydney* bound for Marseilles
via Bombay and Aden.

Passage tickets and through Bills of Lading
issued for above ports.

Cargo also booked for principal places in
Europe.

Next sailings will be as follows:-

S.S. *TONKIN* 27th November.

S.S. *ERNEST SIMONS* 11th December.

S.S. *POLYNESIEN* 23rd December.

S.S. *CALEDONIEN* 8th January.

S.S. *SALAZIE* 22nd January.

G. DE CHAMPEAUX,
Agent.

Hongkong, 7th November, 1906. [11]



THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

FOR STRAITS, CEYLON, AUSTRALIA,
INDIA, ADEN, EGYPT, MEDITER-
RANEAN PORTS, PLYMOUTH
AND LONDON.

(Through Bills of Lading issued for BATAVIA,
PERSIAN GULF, CONTINENTAL AMERI-
CAN and SOUTH AFRICAN PORTS.)

T H E Steamship
"DELTA".

Captain C. L. Daniel, carrying His Majesty's
Mails, will be despatched from this to
BOMBAY, on SATURDAY, the 17th November,
at Noon, taking Passengers and Cargo for
the above Ports in connection with the
Company's S.S. *Mohoran*, 9,629 tons, from Colombo.
Passengers' accommodation in which vessel is
secured before departure from Hongkong.

Silk and Valuables, all Cato, in France
and Tea for London (under arrangement)
will be transhipped at Colombo into the
Mail steamer proceeding direct to Marseilles and
London, other Cargo for London, &c., will be
conveyed from Bombay by the R.M.S. *Mac-
donald* due in London on the 29th December.

Parcels will be received at this Office until 4
P.M. the day before sailing. The Contents and
Value of all Packages are required.

For further Particulars, apply to
E. A. HEWETT,
Superintendent.

Hongkong, 3rd November, 1906. [4]

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

BOSTON TOW-BOAT COMPANY.

Connecting at Tacoma with
NORTHERN PACIFIC RAILWAY
COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA, B.C., AND TACOMA,
VIA
MOJI, KOBE AND YOKOHAMA.

Steamer. Tons. Captain. Sailing.

Tremont 9,066 T. W. Garlick. 27th Nov.

Petrelles 3,753 F. G. Parington. 20th Dec.

Lyra 4,417 G. V. Williams. 29th Dec.

Shawmut 9,066 E. V. Roberts. 23rd Jan.

Hayden 3,753 J. C. Allen. 30th Jan.

Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION,
ATTENDANCE AND CUISINE, ELECTRIC
LIGHT, DOCTOR AND SEWARDRESS.

The twin-screw s.s. *Shawmut* and *Tremont*
are fitted with very superior accommodation
for first and second class passengers. The
large size of these vessels ensures steadiness
at sea. Electric light in each room.

Barber's shop and steam-laundry. Cargo
carried in cold storage.

For further information apply to

DODWELL & CO., LIMITED,

General Agents.

Queen's Buildings.

Hongkong, 5th November, 1906. [12]

REGULAR STEAMSHIP SERVICE
TO NEW YORK,

VIA PORTS AND SUEZ CANAL.

(With Liberty to Call at Malabar Coast).

PROPOSED SAILINGS FROM HONGKONG.

FOR BOSTON AND NEW YORK.

S.S. "CHAZEE" 24th November.

FOR NEW YORK.

S.S. "ST. PATRICK" 10th December.

For Freight and further information, apply to

DODWELL & CO., LIMITED,

Agents.

Hongkong, 7th November, 1906.

AN APPEAL.

THE SUPERIORITY OF THE ITALIAN
CORVENT CANN ROAD, begs most
respectfully to APPEAL to the Residents of
Hongkong and the Coast Ports, for their kind
patronage and support, and desires to state that
she will be pleased to receive orders for all kinds
of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuffs
and Collars renewed on old ones.

Ladies' and Children's Under-clothing, Chin-
Men's Dresses, and all kinds of Embroidery,
Materials can be supplied, if required.

The Superiority will also be most grateful
for any PAPER, or old ENVELOPES to be made,
into Books for the Children of the Poor Schools,
who are taught by the Sisters.

Hongkong, 22nd April, 1892.

Entimations.

CUTLER, PALMER & CO.

WINE & SPIRIT MERCHANTS,

OP.

LONDON, INDIA, CHINA, JAPAN AND AUSTRALIA.

ESTABLISHED 1815.

Per Case.

BRANDY \$22.50

WHISKY, PALL MALL 20.00

JOHN WALKER & SONS' OLD HIGHLAND 16.75

C. P. & CO.'S SPECIAL BLEND 20.00

PORT WINE, INVALIDS 10.50

DOURO 20.00

SHERRY, AMOROSO 13.75

LA TORRE 16.00

BENEDICTINE, D.O.M. 40.50

THE ABOVE EXCLUSIVELY SHIPPED TO

SIEMSEN & CO.,

HONGKONG AGENTS.

Hongkong, 15th November, 1905.

[43]

ACHEE & CO.

ESTABLISHED 1859.

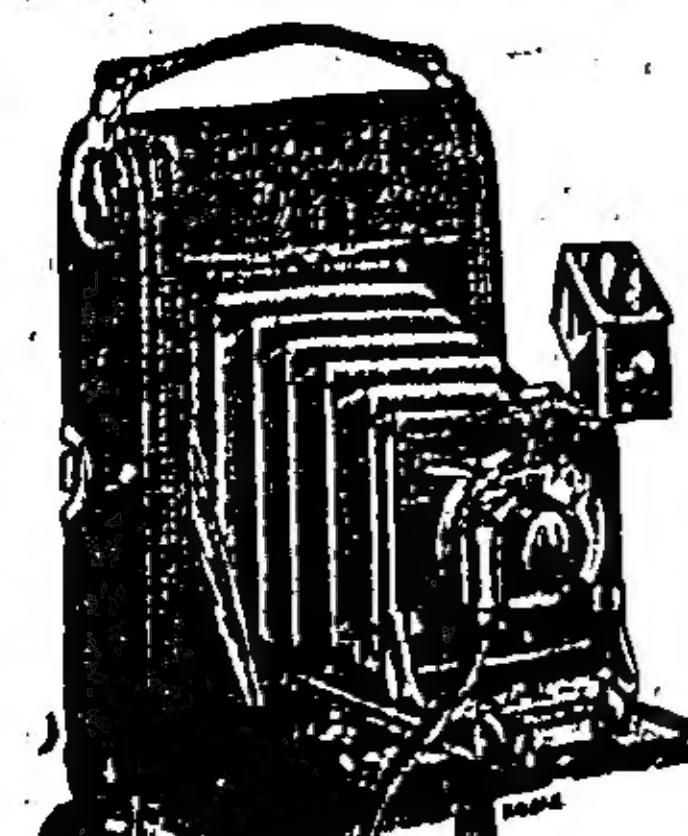
FURNITURE,

DEPOT

GENERAL HOUSEHOLD

REQUISITES.

RE. & C. & C.



FOR

EASTMAN'S

KODAKS, FILMS,

AND

ACCESSORIES.

Telephone 256.

AMATEUR WORK Receives PROMPT and CAREFUL ATTENTION.

Hongkong, 15th May, 1905.

SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADDOORIE & CO. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT. RESERVE.	AT WORKING ACCOUNT.	LAST DIVIDEND.	PERCENTAGE RETURN AT PRESENT QUOTATION BASING LAST YEAR'S DIV.	CLOSING QUOTATIONS.
BANKS.				\$1,000,000 \$10,350,000 \$250,000	\$1,712,472	\$1.15 @ Ex. 2/1 = \$16.47 for first half- year 1906	5 1/2 %	\$877 sellers London 94.10f.
Hongkong & Shanghai Banking Corporation	50,000	\$125	\$125	\$1,150,000	574,099	\$2 (London 3/6) for 1905		\$47 buyers
National Bank of China, Limited	1,075	\$7	\$6					
MARINE INSURANCES.				\$1,675,000 \$250,000	\$233,638	\$20 for 1905	6 1/2 %	\$300
Canton Insurance Office, Limited	6,000	\$250	\$50	\$1,100,000 Tls. 100,000 Tls. 50,000	Tls. 187,529	Final of 7/6 making 15% for year ended 30/6/1906	6 %	Tls. 85 sellers
South China Insurance Company, Limited	6,000	\$15	\$5	\$2,000,000 \$20,000 \$10,000	52,427,71	Interim div. of 130/6/1906	4 1/2 %	\$775 sellers
Union Insurance Company of Canton, Limited	16,000	\$250	\$100	\$1,153,131 \$1,153,844 \$169,279	52,427,71	Final 53 special dividend for 1906	4 1/2 %	\$170 sellers
Yangtze Insurance Association, Limited	8,000	\$100	\$50	\$1,151,527 \$1,150,000 \$161,728	500,134			
FIRE INSURANCES.				\$1,150,000 \$1,150,000 \$1,150,000	52,427,71			
China Fire Insurance Company, Limited	20,000	\$100	\$20	\$1,150,000 \$1,150,000	52,427,71	6% for 1st 64	6 1/2 %	\$95 buyers
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,150,000 \$1,150,000	52,427,71	25 in 1904	7 1/2 %	\$330 buyers
SHIPPING.				\$1,150,000 \$1,150,000 \$1,150,000	52,427,71	1/4 for 1905	6 1/2 %	\$23
China and Manilla Steamship Company, Limited	10,000	\$50	\$50	\$1,150,000 \$1,150,000	52,427,71	1/2 for year ended 30/6/1906	6 1/2 %	\$40
Douglas Steamship Company, Limited	10,000	\$15	\$15	\$1,150,000 \$1,150,000	52,427,71	for 1st half-year 6	7 1/2 %	\$27 buyers
Hongkong, Canton & Macao Steamboat Co., Ltd.	10,000	\$15	\$15	\$1,150,000 \$1,150,000	52,427,71	10% @ Ex. 2/1 = \$16.47 for 1906	6 1/2 %	\$23 sellers
Indo-China Steam Navigation Company, Limited	10,000	\$10	\$10	\$1,150,000 \$1,150,000	52,427,71	Interim div. of 130/6/1906	6 1/2 %	Tls. 50 sellers
Shanghai Tug and Lighter Company, Limited	100,000	Tls. 50	Tls. 50	\$1,150,000 \$1,150,000	52,427,71	Interim div. of Tls. 1/2 a/c 1906	6 1/2 %	Tls. 50 buyers
Shell Transport and Trading Company, Limited	10,000,000	\$1	\$1	\$1,150,000 \$1,150,000	52,427,71	1/2 for 1905	4 %	31/2 buyers
Star Ferry Company, Limited	10,000	\$10	\$10	\$1,150,000 \$1,150,000	52,427			